

M'ARTHUR DEMOCRAT.

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Will practice in Vinton and adjoining counties. Office three doors West of the Post Office.

Feb. 9, 1855. 34 if

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CHAS. A. M. DAMARIN & CO., WHOLESALE GROCERS AND DEALERS IN PRODUCE.

No. 55, FRONT STREET, PORTSMOUTH, OHIO.

January 20, 1854.—ly.

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CLOTHING,

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July 8, '53.—ly.

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CLARK AND PLYLEY, Attorneys at Law.

McARTHUR, OHIO.

Will practice in partnership in Vinton County. Office, four doors east of Sisson & Hulbert's Hotel.

Feb. 21, 1854. 159.

ED. F. GUNNING, T. M. BARCOCK, JNO. BARCOCK.

BABCOCK & CO., WHOLESALE GROCERS & Commission Merchants.

No. 65 & 67 Water Street, NEW YORK.

February 17, '54.—ly.

E. A. BRATTON, Attorney at Law.

McARTHUR, OHIO.

Will practice in Vinton and adjoining counties. Office, one door east of the "Star Office."

Railroad Intelligence.

A COMMUNICATION ADDRESSED TO THE

BOSTON BOARD OF TRADE, BY B. SEEVER AND S. A. COX.

On the subject of the Scioto and Hocking Valley Railroad, and Mineral Lands in Ohio, together with a report of Preston S. Lincoln, Assistant Engineer of said Road, in relation to its construction and present condition.

Boston, February 22, 1855.

SAMUEL LAWRENCE, Esq., President of the Board of Trade.

Sir,—Having recently visited the State of Ohio, and passed over the line of the Scioto and Hocking Valley Railroad, now in course of construction, in the counties of Jackson, Vinton, Hocking and Perry, and believing that some account of what we have seen of that section of the country, and of the importance of railroad facilities there, would be of interest to your Board, as a representative of the business interest of our city, we take the liberty to address this communication to you. By reference to a map of the State of Ohio, upon which its railroads are noted, it will be seen that the road referred to will connect at Newark with the Sandusky, Mansfield and Newark Railroad, and when completed will form a continuous line of road from Portsmouth on the Ohio River with Sandusky City on Lake Erie, a distance of 251 miles. The road has been completed and is in successful operation from Portsmouth to the town of Jackson, 44 miles, and the rails will soon be laid down a further distance of 12 miles;—it is nearly graded throughout, and when the needed means are procured, the whole line (135 miles) can be completed in a very short time. This portion of the great State of Ohio, being so remote from the great thoroughfares, and having had but few railroad facilities, is, comparatively, little known in New England. The Scioto and Hocking Valleys run through an exceedingly rich agricultural and mineral country, abounding in the finest timber, such as the white oak, yellow poplar, black and white walnut, sugar maple, chestnut, hickory, beech and the cucumber tree. Several of the largest stockholders in the Railroad own about 1700 acres of coal and iron lands in the immediate vicinity of the road, of which the following account will give you some idea:

STRAITSVILLE, Salt Lick Township, Perry county, Ohio; and also what is called the Tunnel Tract; the former containing 850 acres and the latter 288. These two tracts of land, together with a tract of 486 acres situated in Vinton county, (this latter, however, we did not examine,) making all together, 1624 acres.

These lands we understand were purchased expressly and only for their mineral wealth, their value depending upon the completion of the Scioto and Hocking Valley Railroad, or at least that part of it which will connect these mineral lands with the Sandusky, Mansfield and Newark Railroad.

The coal and iron ore formation of Ohio covers an area of 11,900 square miles, or full one third of the area of the whole State.

The first question which arises as to the value of these lands is, the quality and quantity of the iron ore; it being understood that the Railroad is completed.

COAL.

Straitsville is the centre of the great coal field of Ohio; there the coal is thicker than at any other point; consequently it is more pure here than at any other place. As we diverge from Straitsville we find the coal growing thinner, and of course more sulphurous and earthy matter in it. The thickness of the great vein is 22 feet—the quality of this coal is superior to any which has been put into market; very free from sulphur, makes but little ashes, and the very best quality of coke, of a high silvery lustre, and a sharp metallic ring. This coke works perfectly well in the cupola for melting pig to run the finest of castings.

The coal, for making gas, is of a superior quality.

The next vein of coal, lying below the 22 feet vein, is 8 feet thick; this coal we consider of better quality than the upper vein; it has a great cover on it, and of course is more compact.

For making coke and for smelting ores this coal is almost as pure as the coal of the lower stratum of coal lies nearly as low as the bed of the stream, and is six feet thick; the quality is equal to the other veins.

As to the quantity of coal in the Straitsville lands, 880 acres, we estimate the available thickness of the three "Strata," after allowing for pillars and waste, at 25 feet of coal; at 28 cubic feet to the ton, the three seams will yield 30,000 tons of merchantable coal per acre. The area of coal, after allowing for ravines and brakes in the coal measures, is 700 acres; this will give 21,000,000 tons of merchantable

coal. The slack we count as of no value; but if iron works should be erected there, it is half price.

IRON ORE.

There are four veins of ore:—1st, Shell Ore, on hill tops, 8 inches thick; 2d, Lime Stone Ore, a few feet above the great vein of coal, 15 inches thick; 3d, Kidney Ore, in deposits of very fine quality; but we could not determine its quantity; 4th, Block Ore, 30 inches thick. These ores will yield about 8,000 tons to the acre; 700 acres will yield 5,600,000 tons of ore.

The Tunnel Tract, so called, of 288 acres, yields:—

Bituminous Coal six feet thick; this is of superior quality for ordinary purposes; but not so good for coke and smelting of ores, as the Straitsville coal, though for making steam, and for house or domestic use, is of good quality. Estimating 250 acres of coal, and 9,000 tons to the acre, gives 2,250,000 tons.

Cannel Coal, 18 inches thick; 250 acres at 2,600 tons to the acre gives 650,000 tons. This coal is of a very superior quality.

There are also two beds of iron ore here, which will yield 4,000 tons to the acre; 250 acres will give 1,000,000 tons of ore. This ore is of same quality as at Straitsville.

We consider this tract of land very valuable, on account of its bed of Cannel Coal. The Railroad will pass through the centre of this tract down a ravine, where coal and ore can be conveniently and cheaply loaded.

VINTON COUNTY LANDS; 488 acres. We are informed by the owners of this tract, that it was purchased chiefly for its ores. 1st, Block Ore at the Summit; 12 inches. 2d, Shell Ore, 50 feet below; 8 inches. 3d, Red Lime Stone Ore; 30 inches thick. These veins will yield 10,000 tons of ore per acre; 400 acres gives 4,000,000 tons.

Two Beds of Coal average six feet; 9,000 tons to acre, 400 acres will yield 3,600,000. This coal, of which we saw samples, is not as good as that at Straitsville; but it would answer well for steam purposes, for house use, and for parts of iron manufacture; but will not make a coke suitable for the smelting of ores.

For an Analysis of the Coal and Ores belonging to these lands, see Dr. Hayes' Report accompanying this.

On these Mineral Lands there is a large growth of oak, yellow poplar and black walnut; sand stone for building purposes of very superior quality, and in great quantity; white sand stone suitable for glass making; white pipe clay, oil stones, fire brick, slate, black marble. The salt rock underlies the whole.

There are salt wells in the vicinity. The lands are rich to the summit of the hills, making good pasture, and yielding good crops. The climate is good.

We estimate that it will not take more than one half of the coal to work up the iron ores.

Pig iron, made from these ores, is known in the market by the name of Hanging Rock Metal, and is the best pig, and brings the highest price of any metal, either for foundry or forge uses. All the metal made of Hanging Rock. There are 30 or 40 furnaces from the Hocking River to the Ohio, some 90 miles, making pig iron of the best quality, for machinery castings, car wheels, &c.

We examined coal and ores along the line of the Scioto and Hocking Railroad, for nearly 100 miles. As we went south from Straitsville we found that the coal was of poorer quality; but the iron ores are equally as good as at Straitsville; and the Red Lime Stone Ore, which is found along the line of the railroad, is of the best quality, being 4 feet thick; and it smelts very freely, taking only 2½ tons of ore to make a ton of pig metal. The pig metal made from this ore is equal to Scotch pig.

The transportation of ores, coals and pig metal, along the line of this road, when it is completed, must be immense, as the road runs through the heart of the Ohio minerals; but for a complete and full statement of the affairs and prospects of the Scioto and Hocking Valley Railroad, see Mr. Lincoln's report annexed hereto.

MINING AND TRANSPORTATION OF COAL.

Coal can be mined and delivered on the banks, or in the coal cars on the Railroad, at 75 cents per ton of 2,240 lbs. This includes the cost of timbering and ventilating the workings, keeping the track and cars in repair, cost of tools, candles and powder.

MINING OF ORES.

Ores can be mined and delivered at the furnaces for \$1.50 per ton of 2240 lbs., if they are mined not far off. The Scioto and Hocking Valley Railroad runs through such a vast quantity of coal and ores, and the ores at different locations vary in their qualities so much that the iron master will get his ores from various places to improve the quality of his iron. The iron master at Straitsville will want the rich Red Lime Stone Ore from the South, to mix with his Grey Lime Stone and Block Ore; this will make the cost about \$2.50 per ton, at the furnace; and iron makers at the south want Straitsville coal, to enable them to make

a first quality of iron; this will make the cost of manufacturing equal at different points, and will give a great amount of transportation to the road.

TIMBER can be made upon the ground for \$7 per M, of oak and poplar.

RED BRICK can be made for \$2.50 per M, of best quality, and all buildings should be of this material. Houses for workmen can be built, four tenements in a block, for \$1500 per block, which would rent for \$60 per annum, per tenement.

LIME STONE is in abundance for the best quality, and lime can be made for 10 cents per bushel.

FIRE BRICK of two qualities can be made. Those made of clay would cost \$8 per M, those made of whet stone, \$15 per M. This is a business which may be carried on very extensively, and with a large profit. Fire Brick, of good quality, are now all made in Bolivia, about 60 miles east of Pittsburgh; and are transported from there through Ohio and Kentucky, and supply most of the furnaces and iron works of that part of the West.

MANUFACTURE OF IRON.

The richness of the ores, requiring only 2½ tons to make a ton of pig, and the purity of the coal, will produce pig iron of the best quality, for \$13 per ton; second quality, \$13 per ton. A ready market is always found at Portsmouth, on the Ohio River, or at different places on the lake; but to give a full detail of the manufacture of iron it would be necessary to have complete drawings and specifications made.

In order to make the coal fields available the Scioto and Hocking Valley Railroad must be finished as far as Straitsville.

From what we saw and could learn, we think that the two Railroads, (Sandusky, Mansfield and Newark, and Scioto and Hocking Valley,) connecting Lake Erie at Sandusky, with the Ohio River at Portsmouth, must be good paying roads, they run through so rich a country in mineral and agricultural wealth. These two roads cross several others running East and West which are particularly mentioned in the report of Mr. Lincoln, and are the only ones running north and south in that part of the State. The great amount of coal which will be transported over the Scioto and Hocking Valley Railroad, as soon as it is completed, will be a sure business for every day. The parties who own the mineral lands should be the principal proprietors of the roads, and thereby control the transportation of coals. We think that a Company who may own these coal fields, and who can control the transportation, cannot fail to make it very valuable property, the quality of these coals being such as would always command a ready sale, and at a higher price than any other coal brings. Jno. R. Robinson, Esq., Superintendent of the Sandusky, Mansfield and Newark Railroad, informed us that he could not agree to freight over that road more than 1,200,000 tons yearly, with a single track, and do the ordinary and regular business of the road. This amount would supply the demand but a short time; for the increase of the consumption of coal for railroads, steamship navigation, various manufacturing purposes, and house uses, is so great that a double track would soon be needed.—England, Ireland, Scotland and Wales contain 11,859 square miles of coal lands; Ohio contains 11,900 square miles. The Cannel Coal of the Tunnel Tract, before referred to, is superior to the English Cannel usually shipped to this country; and the Bituminous Coal of Straitsville is equal to the Splint Coal of Scotland, or to the coal of England, both of which are used now in the manufacture of pig metal.

The coal trade of Great Britain in 1853 was as follows:—

Capital invested, \$50,000,000.
Annual production, 37,000,000 tons.
Value at pit's mouth, \$50,000,000.
Value at place of consumption, \$100,000,000.

London alone consumed 3,600,000 tons.

In 1850, 180,439 tons of coal were shipped to this country from England and the British Provinces; in 1853, 231,508 tons; in 1854 the demand could not be supplied. Manufacturing has made this great demand for bituminous coal; railroads, steam engines and steam vessels, will rapidly increase the enormous consumption.

Iron Trade of the United Kingdom.

Total Exports from the United Kingdom in 1852:—

Tons.
Pig iron, 240,491
Bars and Rails, 518,996
Rods, 18,696

Of which were shipped to the United States,
Pig iron, 104,230
Bars and Rails, 334,224
Rods, 1,439

Leaving tons, 368,290, for the requirements of the rest of the world.

The above statistics were taken from the London Mining Journal, of April 1st, 1854.

Great Britain made in 1845, 2,200,000 tons of Iron. We have inserted these Statistics of Coal and Iron, to show their vast importance and consumption.

"It is hardly possible," says Mr. McCulloch, "to exaggerate the advantages which England derives from her vast beds of coal. In this climate fuel ranks among the necessities of life, and it is to our coal mines that we owe abundant and cheap supplies of so indispensable an article. Our coal mines are the principal sources and foundation of our manufacturing and commercial prosperity. Since the invention of the steam engine, coal has become of the highest importance as a moving power."

We have thus given you a pretty full account of our views of the immense value of these mineral lands, in order to show the great importance of opening a Railroad communication with them, and the advantages it would be to Boston to secure a leading interest in this business. All that is needed to accomplish this is to secure here such an amount of the Stock of the Scioto and Hocking Valley Railroad (which can now, in the present depressed condition of all railroad shares, be had at very low rates) as to insure the speedy completion of this road. Besides the direct advantage of this business which would accrue to our city, if a considerable interest in this work should be owned here, there would be a large general trade in dry goods and other merchandise secured to us. There are already many large and growing towns on the line of this road, which have a large business. This business would, as you will readily see, rapidly increase. From what we learned, the

[TO BE CONTINUED.]

[From the Cincinnati Commercial.]

Bloody Riot in the Eleventh Ward. Destruction of a Ballot Box.

Yesterday afternoon a tremendous excitement was stirred up by the news that there had been desperate fighting and several men killed in the Eleventh Ward. We hurried to the scene of action, and on the way met a gentleman, calling himself an "American," who had searched Pap Taylor and J. J. Dennis for his ticket, and who, therefore, is moderate and sensible man. He informed us that there had been savage fighting in the Eleventh Ward, but nobody killed. He said that early in the day the Germans had taken possession of the polls and were decidedly insolent to "Americans," but that every quiet man of both sides who attempted to vote and was qualified to do so, met with no difficulty. There was some fighting early in the day, in which the Germans were most numerous, and came out victorious. "But," said our informant, "the American boys were the best fighters, there was no mistake about that; they knocked the Dutch right and left."

We passed on, and overtook a Know Nothing friend on the way to the bloody Eleventh. Hundreds of men, in express wagons and buggies, and on horseback, passed furiously along the street toward the Mohawk Engine House, where the disturbance was taking place, and the sidewalks were lined. When near the polls, we met a well known K. N. who paused to converse with the friend we were waiting with, and stated that the "Dutch" had been cheating in the Eleventh—that more votes were already polled than there were male residents in the Ward—that the ballot-box would be destroyed in consequence of the fraudulent voting.

In the fight that occurred about noon Mr. Brown was wounded, and the foreman of Frank Link's brewery stabbed in the lungs. The wounds of these individuals were thought to be dangerous. Many other persons are severely hurt.

Rumors of all descriptions were flying thickly. The K. N. said that there had been fraudulent voting. The Democrats denied it. The judges and clerks of the election protested that everything had been done on the square, while sundry excited Know Nothings asserted that little Dutch boys had been allowed to go up and thrust handful of tickets into the ballot-box.

The Germans had a large cannon on Jackson's Hill, and were amusing themselves by firing over the town occasionally. The K. N.'s having whipped the Germans at the polls, dispatched a detachment to capture the artillery, which was done without much loss of blood, and the trophy of victory, drawn to the Eleventh Ward polls. The sword of the Commander of the German gun squad was also taken, and one of the most flaming of the victors drenched it continually, and shouted until only a hoarse gasp answered the most resolute efforts of his lungs.

About the polls, when we arrived, was a great crowd, cheering vociferously for Taylor. Many of them had a little Star Spangled Banner with "Pap Taylor" printed on it fixed about their hats, and nearly all had the K. N. ticket pinned to their breast. The multitude seemed to rally around a large banner inscribed "James D. Taylor and the whole Ticket."

From four to five o'clock but few Germans could be seen except upon the outskirts of the crowd, and they were very quiet. All of them who had manifested excitement had left the ground, being earnestly advised to do so by American friends. It was evident that the polls were in possession of K. N.'s. The Judges were urged to close the door and secure the ballot-box, but they refused to do so, considering that there was no danger. The Mayor was upon the ground, but he did not seem to understand that the danger was imminent.

At intervals of about five minutes, stones and bricks flew briskly, causing uncomfortable sensations in the spectators.

Fights were occurring continually. A cry would be raised, a rush made, and presently some poor German, who had imprudently ventured into the crowd, or some friend of a German, who had not been sufficiently discreet to hold his tongue, would stagger from the throng covered with dust, and bleeding.

About the angle formed by Vine street and the Hamilton Road, the row was incessant. A number of individuals evidently engaged to do the rough work, charged around with fiery faces, dusty and bloody clothes, looking ferocious as mad dogs.

We stood on a pile of sand opposite the engine house, and overlooked the scene. We saw one gray headed man, dressed, run for his life down Vine st., pursued by half a dozen furious boys, who recklessly hurled stones after him. A stout, rough looking man, in an express wagon, who shouted "Hurrah for Faran," was terribly beaten. A young man of German descent, described by a bystander as "a very fine fellow, quiet and hard working," was whipped unmercifully, and as he reeled homeward, blind with blood and dust, the blood running copiously from his face, and one eye swollen dreadfully from a blow with a stone, an acquaintance of his family remarked: "There, now, that is a shame. His mother will faint when she sees him." One sturdy German we saw struck fairly in the head with a stone, and remaining on his feet. He was struck repeatedly with clubs, but did not seem, and made his escape.

Mayor Suelbaker looked on very attentively. The streets were filled with thousands of persons, and the constant hurried tramping, and the passing of carriages stirred up a thick dust. Every window that commanded a view of the scene of action was filled with spectators, yet the ground immediately in front of the engine house was not densely crowded, being considered, we presume, as it certainly was, dangerous territory.

About five o'clock a rush was made by about thirty men, closely followed by perhaps three hundred more, for the ballot-box. Mayor Suelbaker had taken his position in front of the box, and we saw him for some time struggling to check the mob, and heard his voice commanding the peace. But he was roughly handled, his clothes being torn, and several rude blows inflicted on his person. A dense crowd pressed about the door—a tall man made several desperate efforts to pass those who were endeavoring to protect the box, and finally leaped upon the table where the box was placed, when there was a great sound of splitting wood, occasioned by crushing of the chairs and tables—a general shout, and some fifty persons rushed or were forced into the engine room. In a moment the ballot-box was thrown out with considerable force, striking a man on the shoulder, who stood one third of the distance across the street. It then reached the ground, and was immediately assaulted by a large number, who stamped it to fragments and scattered the tickets far and wide. This act was perpetrated under the very folds of the banner inscribed, "James D. Taylor and the whole ticket," and the cry of the mob, as the work was done, was "Hurrah for Pap Taylor!"

It is said the box contained near thirteen hundred ballots, at least one thousand of which were for Mr. Faran. Persons who undertook to justify the atrocity of destroying the box, stated that there had been cheating permitted by the Germans, and that the "Dutch" buldies refused, during the early part of the day, to permit any ballots to be deposited in the box that were not of the Democratic stamp.

One man with a severe cut on his head, said that he had been knocked down because he had stationed himself at the polls to challenge German votes.

The excitement was terrible, and the Pap Taylor flag, and the cannon captured on Jackson Hill, which had been loaded with brick bats, were followed down the street by a multitude ripe for any outrageous performance whatever. The leaders of the crowd seemed to be drunk, and if they were not, were certainly raving maniacs. Warning was given at the ninth ward polls that a mob was coming, and the polls were closed some minutes before 6 o'clock.

The Pap Taylor flag and the cannon were next taken to the Thirteenth Ward where savage fighting ensued, with what result we did not learn. The mob then proceeded to groan in front of the Enquirer office, and thence to the Times office, where, we presume a Benediction was pronounced by Pap, though we were not informed precisely what transpired.

EFFECTUAL METHOD FOR DESTROYING RATS.—A correspondent of the Genesee Farmer gives the following method for destroying rats. He says:

"One day a stranger came to the house to buy some barley, and hearing my father mention the difficulty he had in freeing the house of these disagreeable tenants, he said he could put them in the way of getting rid of them with very little trouble. His directions were simply these: mix a quantity of arsenic with any sort of grease, and plaster it pretty thick around all their holes.—The rats, he said, if they did not eat the poison, would soil their coats in passing through the holes, and as, like all furred animals, they are very cleanly, and cannot endure any dirt upon their coats, to remove the offensive matter they would lick their fur, and thus destroy themselves. This plan was immediately put in practice, and in a month's time not a rat was to be seen about the house or barn."